

# Aviation News

MCGRAW-HILL PUBLISHING COMPANY, INC.

MARCH 4, 1946



**Back In Government:** Clarence M. Young (left), who joined the Commerce Department in 1926 to draft the first air commerce regulations and stayed on seven years, takes the oath of office as a CAB member from L. Welch Pogue, CAB chairman. Young fills the unexpired term of Dr. Edward P. Warner. (Story on Page 38)

## Operators Worried As Ex-GI's Rush To Flight Schools

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Sanction applies only to machinery of plan; all agreements need Board approval.....Page 30



## "FLYING JACKET LIKE CAPT. SANSON'S?"

The girl student stopped to ask Sam if he knew where she could get a leather jacket like her instructor's. Sam said he didn't.

suggested that she try the Army & Navy store in town. The girl thanked him and went out... Oh, who is Sam's usually silent all-around man, spoke up:

"That's the fifth time this week I've heard you brush off students who want flying gear. There's a new gang starting every Saturday, most of them are in the market for clothes of some kind. Why wouldn't it be smart for us to get some flying suits and stuff from Air Associates, and let us make the sales instead of turning them away?"

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THE AVIATION NEWS

## Washington Observer



AIR FORCE AUTONOMY—Autonomy for the Air Force seems assured in the plan to divide the peacetime Army into two combat arms-ground and air forces—which now is under way. The Army already is going ahead with the program although Congress has not yet studied either the question of sufficiency of the armed forces or of universal military training.

BERMUDA AIR PACT—Progressive work which Postwar Truman endorsed the Anglo-American air transport agreement as "a very important forward step" is expected to minimize some opposition to the pact which was developing on Capitol Hill. There are indications that the agreement may be imposed onto the proposed \$1,400,000,000 loan to Great Britain when that plan comes before Congress. What else that would have to still a matter of conjecture.

B-52 FOR OCCUPATIONAL UNITS—Continued production and procurement of jet aircraft is emphasized in the plan of the AAF to re-equip some of its units on occupational duty in Europe and in the Pacific with propeller-driven Lockheed P-80 Shooting Stars. Approximately 150 of the planes will be assigned to units in Europe with the first 75 planes expected to reach Germany next month and the rest later in the summer. The 14th Air Force, patrolling the Pacific low seas in the Philippines will receive 75 of the fighters in April and 75 more will be sent to the 3d Air Force in Japan this summer. Location will accompany the first shipment of the new planes to both theaters.

THUNDERSTORMS—Congress, which is investigating almost everything else these days now has been asked to investigate the causes and characteristics of thunderstorms. A resolution providing for the inquiry was introduced by Rep. Barbara Mikulski (D., Md.) who has several air accidents due to thunderstorms and requested investigation as a means of promoting safety of aircraft operations.

AIRLINE PAY—The Air Lines Pilots Association has been defeated in its refusal to negotiate with the

airlines wage committee on baseengined pilot pay. The National Airlines Board negotiation with representatives of individual operators is a face-saving gesture for David L. Behrens, ALB president. NMB's decision to recognize powers of attorney granted to the committee by 15 airlines was strongly supported by ALB's approval of the surface agreement by which the committee was created.

WHOSE SECRET?—When the Aerospace Industries Association's public relations advisory committee met in New York last week, one of the agenda was the status of AAIF's concern over "leaks" regarding recent experimental aircraft. AAIF complained that on its own strength Air Force operators under a directive forbidding mention of experimental types, while "Aviation News" and other publications have been printing such information. Not mentioned by AAIF was the fact that *Air Force* "leaks" details of the B-56 bomber and many other "secret" developments.

AIRPORT LEGISLATION—Rep. Percy Price (D., Tenn.) told "Aviation News" last week that he plans to introduce a sensible aviation legislation out of conference with one more speech on the House floor demanding that conference report back a compromise version of the House-approved low airport bill and the Senate-approved McCormack bill. The method of channeling funds continues to block conference agreement, with the states' rights faction refusing to compromise in their position by freezing all airport funds through state governments and having cities deal directly with the federal government.



### SURPLUS CHIEFS:

Lt. Gen. Edward B. Gargan (left) now heads all surplus disposal activities in connection with the liquidation of aircraft of the former War Assets Administration. He succeeds Lt. Gen. James A. Coop, who recently transferred the functions of the Reconstruction Finance Corp. WAC will become an independent agency under the name War Assets Administration as of March 25. Brig. Gen. James A. McNamee (right) is vice-president of WAC in charge of aircraft and airport disposal, succeeding Lt. Col. Frank J. Murphy who was chief of aircraft disposal for RFA.

EXPORT REGULATIONS—CAA is studying revision of airplane export regulations which would allow aircraft manufactured under a valid type certificate and under CAA-supervised factory conditions to be traded for shipment abroad without first being inspected and ratified. Being forced to have the industry's backlog revision would export plane manufacturers. Aviation officials in the ministry of commerce would have to approve the plan.

WASHINGTON OBSERVER—3



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## News at Deadline

### SLA Orders Stratocruisers

Swiss International Air Lines (SLA) has contracted with Boeing for four Stratocruisers at a price in excess of \$4,000,000. They will accommodate 90-96 passengers and operate at a cruising speed of about 215 mph at 38,000 ft, with a cruising range of 4,800 miles, making possible Seattle-New York nonstop service in 14 hours. Deliveries are scheduled for early in 1967. SLA has already run with converted B-57B Photo Fortresses and is now about to start commercial service about May 1 with new Douglas DC-8s. Boeing now is in production on 39 Stratocruisers for Pan American Airways.



► **AAF** is expected to place substantial orders soon for Republic's new high-speed 7-84 freighter, equipped with a 10,000-hp power plant, and soon to be introduced in the U.S. The ship is believed to have a higher speed wing than that of the Lockheed P-80, less than a fraction U.S. jet craft in how its air intake on the nose, dueing around the pilot and over the engine nacels.

► **Chase Wright** will join the nation's manufacturers of jet-propelled aircraft soon, as a Navy contractor.

► Lockheed's big dip in production during the shift from the Convair Constellation to the much smaller Convair 880 could result in a period in which no Constellation are built out while racing is underway for a niché or niche next summer. While it is certain that the new model will be flying next fall, no specific date date is mentioned. Meanwhile with the testing curve advancing on the Constellation project, it appears unlikely that the firm will need to make any heavy re-placement of several thousand workers who will be released between now and mid-summer. Company announced earlier its hope of stabilizing its productive rate at 25,000.

► **McDonnell** Aviation has optioned an McDonnell aircraft to move to Los Angeles Company, which builds small industrial engines and is considering production of a small jet aircraft engine, capable of 1,000 ft. Los Angeles factory built and ready by April.

► **White Ryan Aeromarine** has progressed to the startup stage of certifying primary aircraft production and after studies, initial construction of a Ryan prototype may be somewhat distant. Two liaison men putting brooks on the desk of T. Claude Ryan, president, no return to commercial aircraft. New commitments for an advanced design of the *Seafair* is passing and Ryan is in every other free time on the design stage of present projects, a sheet of ever growing talent.

► The West Coast is looking a strong drought of aircraft engine newsworthy developments, status and design engineers. Universities are not yet so full post war was removed from production of aircraft engines. The shortage of new talent is aggravated by the return to aircraft work, which they left with the outbreak of the war, of a legion of cool and skeptical engineers who were "enraged" by aircraft failures into complete stricken and stormy analysis.

► **The American Aviators** will take over the recently sold White publications Los Angeles-Mexico City newspaper April 13 with 12,000.

► **Lockheed**, Boeing and Beech are expected to have prototypes of their fighter designs in full air flight by summer, and in production by fall. Lockheed apparently is in the lead with its 16-passenger *Jetstar* due to fly late this month or early in April. Boeing's 26-24 passenger design is reported well along.

### Boeing Designs NATA Post

Recently Howard, president of Hawthorne Flying Service, Grand Rapids, S. C., has resigned as a vice-president and director of the National Aviation Trade Association although he is retaining his membership in NATA. His resignation also applies to his post as president of NATA's Region II and therefore is expected to fully plan for holding a Region II conference for the purpose of reviving NATA, similar to the recent New York meeting of Region I (Aviation News, Feb. 18).

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## Many Operators Express Concern As Ex-GI's Rush to Flying Schools

Wonder whether aviation industry can expand quickly enough to absorb all who seek careers; fear sudden boom in improperly-regulated and low-standard outfits.

By WILLIAM KROGER

While the rush by war veterans to get aviation training presents an unprecedented volume of business, many well-established school operators—and to a certain extent some Veterans Administration officials—view the trend with a degree of concern.

Workings of the associated GI Bill of Rights as it applies to aviation training still have not been explained to the majority of schools, but wartime aviation authorities in Washington are concerned with the question, and several of the larger schools report a flood of applicants. **One Has 1,000 Applicants**—At one, there are 1,000 applicants for flight training, and the mechanics courses are full. At another, the ground school is filled. At still another, flight and mechanics schools both are filled. A northern operator declares he can't fill his schools any more he wishes, but is deliberately proceeding slowly.

**Two Points Cause Worry**—Worry of the operators centers on two points: (1) whether the vocational instructors will develop the enough to keep enough strength until the veterans who desire training fit them for careers; (2) whether requirements for approval of a "school" are so loose as to threaten a lowering of training standards.

On the first point, VA has a "hands-off" attitude. The act allows a veteran to apply for any type of education he wishes. Accordingly, operators are being urged to "self"-primary flight training leading to a private pilot's license, rather than intensive and more expensive flight courses.

**Cos. Do Little**—VA sees the operators' worry on the second point, but can do little. It will pay for education only in an institution approved by a state. While VA would

allow schools giving aviation training to be freely approved by CAA, it cannot specify that because of the danger of getting into a "state's rights" fight.

A

few states will approve an aviation school only if it conforms to CAA standards. But approval in the majority is issued by the department of education, which usually lacks sufficient aeronautical background. Some other states rely on the aeronautics committees for recommendations.

**Fly-By-Night Schools Feared**—The danger inherent in the present set-up, as operators see it, is that it will be politically impossible for

### 550 Schools Approved

As of Feb. 1 there were a total of 550 CAA-approved aviation schools in the country. Of these, 300 are approved for primary training, and 12 for advanced instruction only. The remaining 211 schools are approved for both primary and advanced training.

CAA says all standards are met, though the achievement of a school that can be approved requires a considerable capital investment.

the states to refuse an approval request of almost anyone who wants to "help veterans." The federal result is a state of almost one-man "schools." If most of these collapse it is felt it would bring the entire aviation training business under public control.

Despite these worries over the program, school officials are working up-speed to familiarize themselves with VA policy and procedure. The Armament Training



RECORDED REFUELING:

Outstanding but little publicized is the repeat record flight of three Lockheed P-38s across the United States over the summer refueling from the tanks of the planes at Topeka, Kas.—1 min. 34 sec. for that of Capt. John S. Belot, 2 min. 10 sec. for that of Capt. Harry L. Smith (above). Seven minutes had been the estimated refueling time for a specially trained crew of 17 fuel handlers and technicians. The record-setting refueling, on which 600 gal. of kerosene were pumped into each plane through high-pressure filters, while their turbine engines idled at 4,800 rpm., involved a new method in maintaining fighter performance above a given target on a continuous basis during periods of alert.

Society, one of the first organizations to recognize the possibility in the GI Bill, last week held a meeting in Washington at which VA representatives discussed some of the problems of administering the program.

**Short Courses Discussed**—One of the main topics concerned concerned why VA has less than 50 weeks of VA "school-time," and can more often grant additional months available under the act.

On this score, it was volunteered that depending on the objective of the course and its cost, VA will approve splitting it into two separate courses each of which will run less than 30 weeks and cost less than \$900.

**Problems Differ**—The 30-week-plus rule is the source of most disagreement between operators and regional VA officials at the moment. VA in Washington admits there are several good practices in making allowances and is prepared to introduce an interim measure—a bulletin of standards and procedures.

There also is some criticism of VA's policy in having schools file costs of instruction (AVIATION NEWS, Feb. 20), on the grounds of the paper work involved. The suggestion has been made that VA could establish standard rates, but the Administration at present is reluctant to accept that because of the variation in rates it has observed so far. There is, however, the possibility that it might make set up price ranges.

## SAE to Cooperate On Aero Engineering

A plan presented and now being implemented by the Society of Automotive Engineers calls for cooperative engineering in commercial and civil aviation, converging to the service of all the aircraft industries the techniques of engineering liaison perfected by SAE during the war.

The concept of the plan is that positions similar in commercial and civil aviation largely are technical and affect design, development and operation of automotive equipment alike, and will be within purview of civilian firms.

**Purposes Explained**—Arthur Watt of the Aircraft Engineering division, Packard Motor Car Co. and chairman of the SAE Aerodynamics committee explained, "It is our purpose to give the aircraft industries an engineering advisory service similar to that provided for government and the air forces during the war."

He said the SAE of service are

## GI Bill Confusion

Type of the confusion is the result of the administrative nature of aviation training under the GI Bill is this question that arose among a group of school operators discussing the subject. One operator, a veteran who had 120 flying hours, asked, "Is AAC entitled to drop me into a commercial course and grant credit for the 120 hours?"

Veterans' Administration is working out the answer. It says some regional VA offices have granted AAC approved school credit for the first 120 hours. Washington said an approved school can give credit, provided it guarantees the student graduate in time so that the veteran's previous training fulfills requirements.

coaled to proper maintenance and servicing of equipment already in use; standardization of materials, processes, parts and equipment in general use; and inexpensive solutions of pertinent engineering problems. He emphasized the group as developing new planes, engines and equipment and that such innovation and development is the business of private industry.

**Civil And Military**—We believe we are contributing to public welfare by accelerating engineering



### DROP TEST:

NACA researcher research in performing reliable data about best design for smooth flight at the ultra high speeds by dropping supersonic plane models from a B-58 at 60,000 ft altitude. Photo shows one of the supersonic models being attached in the wing of a B-58, at the Langley Field, Va., laboratory.

progress in the end that aviation may serve more people more effectively," Mr. Watt said. "Just as administration of SAE back in 1945 enabled automobile engineers cooperatively to overcome their traditional difficulties and expedite the production of more and better cars, so we hope to demonstrate that our understanding will give impetus to aeronautical engineering with significant results."

## Service Airport Experts Organize Consulting Firm

Bureau Airport Services, Inc., has been formed to render consultation on all phases of airport construction, improvement and maintenance, with special emphasis on the problem of converting government-owned facilities to be turned to states, counties, and municipalities.

Leonard Hartenfeld, president, served in the Navy as special consultant to the Head of Shore Establishments in the Bureau of Navigation and was commissioned in the Naval Reserve as Boater senior airport engineer. Harry Wright, vice-president, was formerly chief to Bureau liaison in Germany, and largely responsible for 21 major Marine Corps air stations on the staff of the Assistant Commandant (Air) at the Marine Corps, and had experts on Pan American

**Plus "Package"**—Services—Hartenfeld and his firm will offer an "eight-point package" of services or any part of it.

## Military Pilots Association Formed By Ex-Service Flyers

A group of former military flyers have formed the Military Pilots Association with headquarters in Miami and announced plans to establish local chapters throughout the country.

Prime purpose of the organization is to assist all former American military pilots are eligible members. At the same time the association seeks to stimulate contact with other American flyers especially with the idea of aiding discharged pilots in finding employment.

**Officers Listed**—Officers of the association include Maj. Robert A. Swanson, former chief pilot, Miami Army Air Field, president; Capt. Melvin D. Peirick, formerly flying safety officer, vice-president and legal advisor; Lt. Col. Conard Gurd H. Dodge, Naval Air Training Service, vice-president, and Capt. Everett E. Jones, Army pilot, secretary-treasurer.

## Analysis of Surplus Plane Sales Shows California and Texas Lead

1,200 sold in former, 1,054 in latter, but several other states rank surprisingly high; survey of 3,089 purchases reveals 85 percent of craft were of lighter types.

An analysis of the disposal of surplus aircraft shows that while sales in California and Texas—favored by weather and economic conditions—confirm the popular opinion that these states are great markets, Michigan, Ohio, Illinois, New York, Pennsylvania and Tennessee rank surprisingly high.

**1,200, 1,054 Planes**—In War Assets Corp. survey covering the sale of 3,400 aircraft, above figures evidence also of active "aviation enterprise" in Missouri and Montana. They rank third and fourth in California and Texas in number of planes sold to that class of buyer.

The Michigan rating is subject to some discounting, however, as one broker bought 163 planes around Detroit and Toledo.

**Analysis of Purchases**—The majority of the aircraft, 87 percent, has been purchased by aviation enterprises, such as airlines, and streetcar service operators. Planes to be used for private flying constitute 84 percent of the sales.

Buyers of aircraft sold, types for private flying—primary trainers and liaison—for amateur transports 10 percent to 1 percent. Private flyers also are the most numerous buyers. 86 percent being personal owners. Operators of aviation enterprises, while buying the most planes, were only 10 percent of the total purchases.

**State Breakdown**—Of the 3,089 planes covered in the survey, 1,200 were sold in California, 1,054 in Texas, 435 in Florida, 447 in Michigan, 423 in New York, 418 in Illinois, 329 in Pennsylvania, 378 in Oklahoma, 381 in Ohio, and 322 in Illinois.

On the basis of the analysis of surplus plane purchases, the greatest markets for the sale of private planes appear to be Texas, California, New York, Florida, Ohio, Pennsylvania, Michigan, Kansas, Oklahoma and Missouri. In that order. Private flyers in Texas bought 418 planes, in California, 447, in New York, 418, in Florida, 435, in Ohio, 381, in Pennsylvania, 378, in Michigan, 423, in Kansas, 329, in Oklahoma, 322, and in Missouri, 381.

**Good Parts Market**—These states

## AT-11 Prices Set

A price range of from \$17,500 to \$30,000 has been set by the War Assets Corp. for AT-11A and AT-11B advanced trainers.

It was announced last week that this is considerably above the highest price paid for that type of aircraft on previous WAC sales (about \$15,000).

Also, the AT-11A and

AT-11B advanced

aircraft in WAC hands will not be sold to all concern as originally contemplated, a reduced allocation system will be employed which is expected to be almost as free. Federal and state governments and foundations will hold the three aircraft and private tax allocations will be made weekly on the basis of applications on hand.

**Procedure Outlined**—The statement that the Interdepartmental Committee, consisting of representatives from the State, War and Navy Departments and CAR, which meets on Thursdays, will affect the week's quota quota first to priority applicants.

If there are no planes remaining in the quota, they go to other applicants.

Part of the proceeds will be used to pay off a \$100,000 Reconstruction Finance Corp. loan and to expand plant facilities to the extent of \$300,000.

John Kennedy, president, is supervising the program, said Globe Air purchase orders totaling \$10,000,000 for lightplanes.



GUST TUNNEL AT LANGLEY FIELD

Effects of sudden up or down drafts on airplanes are being measured at NACA's Langley Field, Va., laboratories by use of a gust tunnel. Model planes up to 6-ft span are tested from the entrance in foreground, at speeds up to 100 mph, through controlled vertical blasts of air at the tunnel throat. The status of the model in the gusts is recorded by motion picture cameras.



**CAA Repair Plan Discussed** Among those attending a meeting sponsored by the Aerospace Training Society last week to hear details of the CAA proposal to establish a repair rate for its own aircraft were (seated, left to right) W. D. Jack Nelson, Washington, D. C., president, Jacobs, Inc., aircraft distributor; O. D. McKeane, representing a group of California aircraft owners; Chet Bentley, representing Southern Airways, Inc.; W. E. Thompson, Air Security Bureau, president, Northwest Flying Service, Grand Rapids, Mich.; C. L. Miller, Jr., director, vice-president and director, American School of Aeromotors, Dallas, Texas; (standing, left to right) Ted Nale, representing the Delta Aviation Sales Corp.; Fred Morris, chief of CAA's aircraft control office, who outlined the plan; Clifford Davis, Southeastern Air Services Atlanta, Ga.; Robert J. Lovewell, National Aviation Trades Association; Wayne Wheeler, secretary, ATS.

## CAA Plan to Repair Own Planes Feared

A CAA proposal to do its own repairs and overhaul work on its 331 aircraft has brought considerable concern that the plan would be a step toward putting Government in competition with established operators.

CAA proposes to set up after July 1 a main storage and repair depot at Oklahoma City where it would keep a five-year supply of parts valued at approximately \$3,500,000 and establish a smaller depot at Santa Maria, Calif., to supply its aircraft on the West Coast and in Hawaii. Major repair and overhaul would be done at Oklahoma City.

**Explained By Morris**—Details of the plan were explained last week at meetings by John D. Morris, chief of CAA's aircraft control unit to representatives of the Aerospace Training Society, National Aviation Trades Association, U. S. Chamber of Commerce, and other aircraft user and service operators.

The Budget Bureau and Congress refused CAA's request for funds to purchase new aircraft to replace those it has been operating during the war, but authorized it to acquire surplus planes and parts. CAA feels that was a mistake to measure its equipment in economically as possible and therefore plans to do its own repair work.

Only one 100-hour check-up is now required. CAA says that the cost of parts, operation of test beds, mounting equipment and labor will be more than offset by savings in maintenance costs.

It is this potential threat of Government competition that concerns the operators. Proponents say that at least one organization, ATS, shortly will go on record in opposition to the program.

## CAB Aims to Reduce Engine Nacelle Fires

Action to decrease danger from engine nacelle fires—a long delayed problem by wartime shortages has been taken by CAB through a proposed special Civil Av. Regulation to require installation of fire-prevention devices on all transports not so equipped, undergoing maintenance after April 1.

The new CAB order less than a month after a nacelle fire ignited on the cruise of an Eastern Air Lines DC-3 near Chicago, Conn., would require that all transports be equipped with shot-off valves for those carrying combustible loads. Such valves are designed to limit spread of the fire and fire-retarding chemicals to isolate un-cooled engine power sections and induced systems from the engine accessory compartment.

## Stratovision Justifying Claims

Reports filed with the Federal Communications Commission indicate that Stratovision, the new system of airborne television and FM radio transmission being developed jointly by Wang Laboratories and The Glenn L. Martin Co., at about all that has been claimed.

Subscribed to the FCC by C. A. Blodgett, manager of the Westinghouse Industrial Electronics division, the reports cover engineering data compiled from tests made since last December at a site selected by the Maryland aspect of Martin's plant near Baltimore, over Philadelphia and New York to New Haven and return.

**Calculations Done**—Bartons said while the reports are far from complete information ob-

## Three Vice-Presidents Named By American

With Bertrand and Seville appointed, Bertrand and Prischl promoted by Boeing, Continental system officers Rudnick named ATS European chief; Coffey takes Hiller publicity post.

Appointments of three vice-presidents by American Airlines highlighted personnel news last week.

P. P. Wilts (left) was made vice-president in charge of administration; R. E. DeSousa (center) became



vice-president in charge of maintenance and Box Smith (right) was named vice-president in charge of public relations.

With has handled American's advertising since the company's first flight in 1926. DeSousa has been serving as executive assistant to the chairman of the board. Smith has held the position of director of public relations since his release from the Army Air Forces.

Robert M. Rudnick (photo) was named European manager of United

Air Lines with offices in London, United Kingdom. Only U. S. airline to have a European office prior to the war is representing the London office.

J. E. Kort, Pacific Coast manager of aerocommunications who heads the management, and decision to add cargo wheels and brakes to the more than 80 products made by Goodrich for aerocommunications at extending greatest possible service to aviation.

Goodrich, one of the pioneers in

the development of airplane tires since 1904, introduced a new type of tireplane tire at 140 psi which has been manufactured under license by Hayes.

**Martin Sets Up Dividends** Board of directors of The Glenn L. Martin Co. have voted to put the company on a quarterly dividend basis and declared a quarterly dividend of 15 cents a share payable March 15 to stockholders of record March 5. Prior to this action the company has been on a semi-annual dividend basis.

Wright and received the third CAA helicopter pilot license issued. Before the war he was executive assistant to the Canadian Aviation Bureau and later was military director of an U. S. plane.

Vance E. Bertrand, director of foreign sales for Douglas Aircraft Co., Inc., and Nat Pease, director of domestic commercial sales, were named vice-presidents by the company's directors. Miss W. Belknap Los Angeles, administrative director, was named a director to fill the place of C. E. Houston of Bakelite, who resigned. Prior to the war Bertrand was vice-president of Douglas in charge of foreign sales before becoming a director in 1942 to start the Air Force. Prischl, well known airline pilot, has been directing domestic sales for Douglas.

At a board of directors meeting

Continental Air Lines, Inc., re-

elected the following officers:

Lester H. Modler, chairman of the board.

Robert F. See, presi-

dent, C. C. West Jr., vice-president

of operations, Stanley H. Shata, vice-president in charge of

engineering and maintenance, Je-

saja A. Dahl, secretary-treasurer,

and Dorothy V. Rylander, assistant

## \$150,000 Stock Issue

Approved By Piper Aircraft

Piper Aircraft Corp., Lock Haven, Pa., has filed a registration statement with the Securities and Exchange Commission covering 150,000 shares of its \$1 par value common stock. Stephen Ross, Jr., Co. New York was named principal underwriter for the issue. The price to the public will be supplied by announcement.

Net proceeds will be used as working capital to increase inventories for manufacture of certain aircraft and to expand the company. It is expected that part of the proceeds will be used to retire a \$65,000 real estate mortgage and \$16,154 principal amount of notes.

## AVIATION CALENDAR

March 4-5—U.S. Manufacturing Exhibition, Boston, Massachusetts.

March 4-5—Annual auto service conference at Rockford Aeromobiles facilities, Illinois.

March 4-5—National Aircraft Show, Florida, Miami Beach, Florida.

March 4-5—Florida International Auto Show, Miami Beach, Florida.

March 4-5—National Auto Show, New York, New York.

March 4-5—California Cleaning Cup, Los Angeles, California.

March 4-5—Aviation Activities Reception, Washington, D. C.

March 10-11—Air Transport Conference, Miami Beach, Florida.

March 10-11—American Airlines' Northeast Air Service Meeting, Boston, Massachusetts.

March 10-11—American Airlines' Western Air Service Meeting, Los Angeles, California.

March 10-11—Aero-Club of America Annual Meeting, New Orleans, Louisiana.

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March 10

## PRIVATE FLYING

### Geisse Urges Folding Wings Be Incorporated in New Planes

Cuts savings in storage through decreased hangarage costs! Weick doubts public demand, believes fixed-wing design will continue to be followed by manufacturers.

By ALEXANDER MCGRUELY

Does the American private pilot want his personal plane to have folding wings? What advantages will be gained if it would be left in his plane's wings if he had such an arrangement?

These questions are provoked by a recent statement by John H. Geisse, minister to the Civil Aviation Administration in charge of Personal Flying Development, urging private aircraft manufacturers to study the possibilities of incorporating a wing-folding arrangement into their new plane designs.

► **Cost Savings Considered.** He sees a saving in storage charges as the greatest advantage by cutting down the amount of hangar space required for each individual plane.

The saving might amount to \$100 or more a year to the plane owner, he anticipates, and would probably pay for the additional cost of the folding wings within the first year of ownership. If a plane lasted a normal 10 years, the total saving might amount to \$1,000 to \$1,300.

► **Weick Cites Lack of Interest.** Geisse believes that the folding wings would be a welcome addition to the airplane, but until the operator could be made use of publication, simplicity, Weick believes. Such an operation would require electric or hydraulic orientation, costing considerably more than the manually operated folding operation which Geisse estimates would cost from \$100 to \$250.

► **Sees No Early Change.** If the hinge shortage problem isn't solved, the flying public eventually may demand the folding wing, but until the number of personal aircraft gets

much larger than it is today, Weick expects the majority of personal planes will continue with fixed wings and that there will be no great demand at airports and airfields to provide them to house them.

► **Weick Sees Standard On "Seabird."** Only one post-war personal plane thus far announced the Republic Seabee Seabird amphibian, is expected to have this feature as its production model in order to make it possible to house the Seabird in an ordinary hangar. Alfred Mervin, Republic Aviation president, dares not speculate.

However, it is quite possible that other personal plane manufacturers might agree to offer folding wings as an optional feature at an extra cost high enough to cover the additional manufacturing expense. This probably will not be done, however, unless a considerable demand for the folding-wing feature is demanded by the consumer.

► **Hinge Capabilities Compared.** Geisse illustrates the advantage of storing a folding-wing plane, with a comparison of two hangers of equivalent space. A 50-ft. hanger would hold only near rigid-wing airplanes as mentioned below. By folding the wings of those same planes the aircraft accommodations would be made much to house the plane in the same amount of hangar space and still provide individual seats.

He foresees the biggest advantage for folding-wing planes in downtown airports where storage of planes will be limited. Only about 10 percent of planes of conventional design could be hangared to an acre of ground, with sufficient room for taxying during busy periods, but the same acre could accommodate 40 to 50 folding-wing planes.

► **Shows More Income.** A modest airport costing \$10,000 per acre, represents an interest rate of about \$400 per acre annually. If the overall net income, derived from hangar, service and concessions, does not pay at least this amount, the operation is unprofitable. But if the operator can double his hangar rentals by accommodating more folding-wing planes, the downtown airfield would be a much more attractive investment.

Geisse points out that British manufacturers have been folding the wings of their present planes for years, and that the best proof of the safety of the folding wing is in Navy carrier-based aircraft, which flew hundreds of hours under rugged wartime conditions. The

point where the wing folds actually is the strongest part of the wing. He suggests that a locking device with a key might ease the minds of any plane owners who feared the wings would fold in mid-air.

► **Other Advantages.** Other advantages of the folding wing cited include:

- Easier on-down in the open, with less damage liability from wind and hail, and easy coverage of the whole plane with a single tailoring. Probable lower insurance rates.
- Easier moving of plane on ground, with less chance of wing tip damage in hangars. Easier taxiing with folded wings, and even towing plane on highway in an emergency with wings folded would be a simple process.

### Simplified Regulations Urged at Ft. Worth

Demands for further simplification of Civil Air Regulations affecting the private flier and his plane were voiced by Arthur L. Bertram, director of the Civil Air Advisory Committee for Non-Scheduled Airlines, and by other speakers at a Ft. Worth, Texas, meeting of private flyers and non-scheduled operators last week.

Bertram appealed particularly for simplification of regulations concerning repair of airplanes. He told the meeting that one of the biggest impediments held for private planes would be among farmers and ranchers. These men, he said, are going to make their own minor repairs on their airplanes regardless of CAA regulations, just as they do on other items of machinery. The regulations should be modified in recognition of this fact.

► **McGill Forecasts Big Use.** Shaver Geisse's enthusiasm for increased simplification of private flying regulations, Gene McGill, of Tulsa, Oklahoma, president of the National Flying Farmers Association, predicted that within 10 years, 50 percent of the personal planes will be owned by farmers.

"On the farm and ranch is one place where a single plane will definitely pay for itself in quick order, in addition to serving as a pleasure craft," McGill said.

"Within ten years it may take 15 years there will be no such thing as an isolated farmer or rancher, because he will have his personal plane for both business, emergency and pleasure," he, the militant exponent of farmers-on-wings observed.

## ERLING AIRPORT



### KEEPING UP WITH THE TIMES:

Charles Knapp, 64-year-old student pilot, is congratulated by Gen. Jacoby, Sterling, Md., instructor and dealer, after completing his first solo flight. Knapp, shown here in a new Aerocar Champion required only a few more hours of instruction than younger pilots need, Jacaby reported.

### Oklahoma City to Aid CAA Training Center

Oklahoma City has agreed to build an administration building and one of two new hangars for CAA use at the new training center to be established at Waco, Texas, Airport.

The man-made building, together with structures now used by the AAF which will be turned over to CAA, will make possible establishment of the center with little direct new expenditure of government funds.

### McGill Named to Head

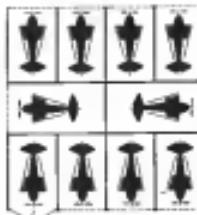
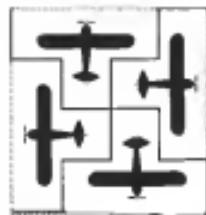
### Oklahoma Aviation Ass'n

New office of the Oklahoma Aviation Ass'n, selected at a recent meeting in Oklahoma City, are Gene McGill, flying teacher of Alva, president; Keith Stiles, vice-president and general manager of CAA training school, Oklahoma City, executive secretary-treasurer; Carlos Webb, Plaza, private pilot, vice-president.

► **McGill also is president of the Flying Farmers of America.**

► **Program Outlined.** Program for association activity includes a state tour in May or June, an April meeting at Ada, a state-wide aviation education campaign in the public schools, a drive to promote flying safety among pilots and operators and a study of pending national legislation affecting aviation.

### PRIVATE FLYING — 15



Folding Wing Hangars: Here folding the wings of private planes would make it possible to store two airplanes in a 50-ft. square hangar instead of only four with rigid wings. It shows in the CAA drawing. Folding wings, long used as private aircraft in England, are being advocated as one answer to the hangar shortage problem in this country.

## NACA May Assist In Lightplane Design

Increased emphasis on research to improve the personal-type airplane is indicated from the National Advisory Committee for Aeronautics in the near future.

Dr. Jerome H. Hunsaker, chairman of NACA, told Aviation News last week that the committee was discussing with CAA a plan to test various familiar types of lightplanes in the full-scale wind tunnel at Langley Field, with a view to cleaning up the planes aerodynamically to improved performance.

**The Heavy Schedule**—He said that while the full-scale tunnels had a rather heavy schedule of larger aircraft, there seemed no reason why some of the lightplane craft could not also be scheduled for tests.

As far as is known this would be the first time in many years that NACA testing facilities have been opened to private-type planes. Most of these have been designed with only small model wind tunnel tests, or without any tunnels at all.

**French Needs On Some Planes**—Dr. Hunsaker recently testified before the House Committee on Appropriations that NACA felt it responsible for the private owners of personal-type aircraft.

He added that builders have huge

## NACA Readies Data

The National Advisory Committee for Aeronautics has advised the Aircraft Industries Association that it is preparing summary reports on historical research data which are expected to be of material assistance to designers of personal airplanes.

It is believed that a considerable proportion of data already developed during wartime research on military aircraft can be utilized by airplane manufacturers to accomplish the design of personal planes as well.

Adam as their books, "subject of course to cancellation, and it is a very grave question whether all of these craft are safe to be sold to the public, whether they have inherent vices that will prove with such a disadvantage that the industry will receive a bad setback."

**CIA References**—The chairman explained that he believed most of the lightplanes were undersized and lacked sufficient nose and wing strength to withstand the loads of climb and landing.

To overcome this by adding power will increase the fuel cost and operating cost of the plane, he said, but improvement of the plane aerodynamically, possibly with use of some type of high lift device, would provide an additional margin of safety.

## Details of Peacetime CAP Program Due

Announcement of plans for the peacetime operation of Civil Air Patrol as an "educational and service" organization was expected last week following a dinner to be given Friday evening by the 46 CAP wing commanders for President Truman in Washington. The President was expected to speak off-the-record.

The wing commanders had planned to meet in Washington March 1, but had postponed their meeting in order to fit in with the President's schedule.

**Effect of AAF Plan Outlined**—Meanwhile, one state wing commander reported that the continuation of the CAP as a civilian group working with and under the AAF would mean in effect that the AAF would pay the salaries of liaison officers and other service personnel assigned to cooperative work with CAP, from its general appropriation rather than from the CAP appropriation which is estimated as of \$100,000.

Instead of maintaining separate offices we will probably occupy until corner in the Army's establishment," the wing commander Lt. Col. E. B. Timmons Baltimore, Md., said.

**Sees Little Change in Program**—The CAP is expected to continue along its present lines of state organizations with a semi-military activity program designed primarily to interest American youth in aviation "so that they will be trained for military use if need for their services should arise," he added.

## Ohio Presses Air Marking

Air marking of approximately 700 Ohio communities by the state highway department has been asked by the Ohio Post-war Commission in compliance with a state law requiring the markings. The law provides that any community which fails to establish and maintain signs showing the name of the town and the direction and distance to the nearest airport is subject to a state assessment of \$50.

## AT-6 Sales are Heavy

In the first ten days that surplus North American AT-6 Texans transited over on site of the new low cost of \$1,500 more than 200 were sold. War Assets Corp. has announced. Less than 800 AT-6s remain in stock.

## Two-Place Parasol-Type Lightplane Costing \$1,320 Offered By N.Y. Firm

**Ross Sport Plane**, believed to be lowest-priced personal plane in 65-hp class, received approved type certificate in 1942 but has never been produced in quantity.

A pricing of \$1,320 is announced for a two-place 65-hp lightplane. The Ross Sport Plane, is believed to be the lowest yet announced for any two-place plane of equivalent horsepower.

The high-wing open cockpit tandem plane, which uses a 30-hp parasol-type wing, received an approved type certificate from CAA Feb. 14, 1942, but no news was presented in recent issues of *Aero* magazine by Orville A. Ross, president and chief designer of the Ross Aircraft Corp., 480 Lexington Ave., New York. CAA records show that the plane, which bears NC1120A, was first registered in Aug. 26, 1940, and that its manufacture was started in April 1941.

**Promotion To Start Soon**—Production is expected to start "very soon" at a plant at Colorado Springs, Colo., under supervision of Ross. Other officers are Mrs. Florence A. Ross, treasurer, and Arthur J. Stoverly, sales manager. The company's first plant at Roosevelt Field, New York, undergoing major repairs before resuming flight demonstrations.

**Details of Design**—The general wing is attached to the fuselage by external struts. Precautions are made for a cockpit enclosure, but this is considered as extra equipment. The plane is of unusually light construction with an empty weight of only 410 lbs. The Powerplant is a 65-hp Lycoming engine.

The company's announcement discloses the plane as "the airplane which fits the budget of 'Mr. Average Man'" and invites inquiries from prospective dealers and distributors.

**Promotional**—Performance figures listed include climbing speed, 60 mph.; top speed, 160 mph.; landing speed 38 mph.; ascent run, 310 ft.; rate of climb, 550 ft./min.; service ceiling, 14,000 ft.; range at cruising speed, 220 miles; fuel consumption 3.5 gal./hr.

Aside from the parasol wing, most unusual design feature is the main landing gear which has no shock absorber. It is built in length of 14 ft. 7 in. or 7-ft. 6-in. preference. The axles of the main wheels are bolted to the landing gear struts which in turn are welded directly to the steel tubing fuselage. Tailwheel is an-

## Woman Buys P-38

Mrs. Rosalie Ramsey, Wichita flying enthusiast and former Wing 100 participant, has purchased a surplus P-38 Lightning to be the first woman to own one of the fast Lockheed, Miss. Mrs. Ramsey paid \$1,280 for the plane, which originally cost \$15,000, and flew it down to Kansas City.

Miss Ramsey has been active as an instructor with the Wichita Flying Group at Long Beach, Calif.

## Care Heads New Mex. Ass'n

Clark Care of Carter-Car Flying Service, Albuquerque, N. M., was elected president of the New Mexico Aviators' Association, which includes both private and professional flyers of the state, at a recent Albuquerque meeting. Other officers named were Frank Hines, Hales, vice-president, and Harry T. Williams, manager-secretary-treasurer. The association adopted a three-point program for airports in the state, at points of increased and potential interest to tourists at intermediate and emergency points and at all communities in the state which now have no airports.

## New Airpark Planned

A new private flyers airpark is expected to be in operation at Amsterdam, N. Y., by April 1. Miles R. Wharton, president of the recently formed Amsterdam Airpark Inc., and the corporation planned to spend \$30,000 in the next three years on hangars, an administration building and maintenance shop. Stephen Lee is vice-president and treasurer.



FRENCH AERO-CLUB HEAD AT PIERS:

Bertrand de la Grange (right), president of the Aero Club of France and former member of the French Senate, stands with Walton B. St. John, Piper Aircraft Corp. sales manager, during a recent visit to the Piper plant at Lock Haven, Pa. The two, a World War I military pilot, are visiting in this country recuperating from 21 months imprisonment in a German prison camp and in consulting with American manufacturers and aviation authorities on civilian flying trends which may affect aviation in France.



LOW-COST LIGHTPLANE: Cockpit canopy will be furnished as an extra on the Ross Sport Plane which will sell for \$1,320 in its standard model.

## Enthusiasm for Flying Very High in Brazil

Precise flying enthusiasm at a new high in Brazil with a shortage in instruments according the demand, a CAA liaison supervisor just returned from that country reported last week.

Clover J. Tippett, in Washington for a series of conferences before returning to Brazil has been reviewing a school to teach Brazilian flight instructors how to use American flight training methods. Two to 16 instructors take the eight weeks course at a time, using CAA manuals translated into Portuguese. Regulations for aircraft flying in the U. S. and its regulations, Tippett said.

**Aeroflotinos Needed**—A large Latin-American market awaits American manufacturers, not only for sale of conventional landplanes but for aircraft to be used along the Amazon River system. A two-plane biplane the Praetoria, with a 65-hp American engine, is being manufactured in Brazil.

Tippett described Brazilian transport as quick and receptive, but said many of them are lacking in mechanical background and are unfamiliar with fundamental machinery principles known to the average American boy through his experience with automobiles.

**Important Economic Factor**—The lack of a major network of roads and railroads in Brazil gives emphasis to air transport as a means of getting the oil down to the U. S. "It moves us everybody," and has firmly helped to see where it goes. With perhaps only one or two old planes each club is the social norm, of course, the social norm, of course.

The Brazilian commercial air fleet, consisting of Lockheed Lodestars, Douglas DC-3s and German Junkers planes is growing as rapidly as additional planes can be found, and carries all types of cargo as well as passengers.

**Safety Standard**—Tippett and his associates are working to improve the private flying safety record in Brazil. In 1944 there were 56 plane crashes, other than on commercial lines, with approximately 360 civil plane flying. Weather was blamed for only 4 percent of the accidents, with personal blame due 25 percent.

He pointed out that lack of town roads and railroads make navigation difficult and fields weather adds to the problem.

—Alexander McMurtry

## Briefing For Private Flying

Plans to offer factory-rebuilt Continental engines with a new-engine guarantee package has been received, announced by Continental Motors Corp., Indianapolis. Motor organization is considering all angles in the engine program from the fact that the present owner of any Continental engine can have it in any part or replaced by a new engine. Prices are to be 5-55-8 series with trade-in \$347.50; AT-6 or AT-9, RTI-9, and CTI-9, \$325. The trade-in engine must be reliable. A nonreversible engine will be accepted at an additional charge equal to half the list price of the parts needed to make it run. The engines will be offered to be in full operation as of March 1, with factory-rebuilt engines available for exchange at the over 200 Continental dealers and distributors. The corporation expects the use of its own rebuilding facilities to make possible production line methods reducing the labor cost. Exchange figures are given for the stripped engine because of the variety of accessories. Accessory exchanges are handled separately on a flat-rate basis. The new plan may considerably cut maintenance and overhauls for individual operators, since the majority of part-war planes will be powered by Continentals.

**AIR ASSOCIATES SALESROOM**—Designed to make use of scientific research and techniques, the new airport salesroom opened by Air Associates, Inc., at Teterboro, N. J., Air Terminal has been developed as a typical modern sales center for distribution of Goodyear Tire & Rubber Co. aviation products. The counters and displays are so arranged that visitors may be checked visually and display stands replenished from under the counter. Stock includes more than 8,000 items. The design was developed by the visual merchandising laboratories at Goodyear, which also developed low-cost merchandise display equipment for small airport dealers. Success of the Air Associates salesroom is indicated by a doubling of sales since its completion. Plans for restyling other Air Associates salesrooms at Chicago, Dallas, Los Angeles, Atlanta, and Kansas City, are now being developed by the Goodyear laboratories.

**PARKER SIGNS FLYAWAY SERVICE**—Parker Aircraft Sales & Service, Inc., has contracted for delivery of Exocets to all five Midwest bases from the Riverside, Ill., factory, by the American Flyaway Service, South Dakota Airport, Blytheville, Ark. The flyaway service will provide pilots to inspect each plane of the Parker fleet as it comes from the factory assembly line and fly it to a designated base. Oliver Parks, head of the sales and service organization is Exocet distributor for Missouri, Kansas, Nebraska, Iowa, Illinois, Indiana and the northern two-thirds of Ohio with bases at East St. Louis, Ill., Kansas City municipal airport, Milwaukee Airport, Whiting, Ill. (Chicago area), Illinois Airport, Indianapolis, and Port Columbus, Columbus, Ohio.

**HOPPEROPTERS, INC.**—Herman Postenrot, Seattle, Wash., general engineer who last year announced his "straw-in," Hopperopters, a massive helicopter to be worn on the back of the flyer, has formed Hopperopters, Inc. Postenrot has shelved his radical design in favor of a more conventional solution which he now is developing at Boeing Field, Seattle.

**ILLINOIS PILOT PROTEST**—The recently-formed Illinois Air Pilots Association has raised public protest against the Illinois Aviation Department's fee regulation and certificate registration which the association says "would place a jinx upon the neck of the pilot" and "paralyze aerial aviation." Paul S. Lunn, president of the pilots' group and an instructor at Elkhorn Airport, Chicago, is sailing for all private pilots to band together throughout the state for action against the regulations to be held throughout the state for action against the regulations.

**CONTROVERSIAL PROPELLERS**—Controllable propellers for light-planes are coming now and will be the answer. Besides the Aeromarine and Beck propellers, Blended Propeller, Co. of Flushing, N.Y., has introduced variable-pitch propellers. Search Brothers, at Latrobe, Pa., the biggest fixed-pitch prop maker, and Continental Motors, have controllable, or two-surface propellers in development. The first Continental will be for 35-hp engines, and will go to Globe Aircraft Corp. for the "Swift." The first Blended is expected to go to the Republic "Seahorse" amphibian and may be the first reversible-pitch propeller on a personal plane.

—Alexander McMurtry

## SPECIAL AIR SERVICES

### CHARTER

### NON-SCHEDULED

### INTRASTATE

\*\*\*\*\*

## Independent Operators Swarm To Set Up New Uncertified Lines

Most are clearly outside CAB jurisdiction but some plan intermediate services and say Board is so far behind that they are ready to fly until ordered to stop.

An unprecedented rash of new air services for passengers and cargo, most of them federally uncertified, broke out all over the country last week. Independent operators, unvetted by the CAB, are launching services to the public. Both DC-4s carry a crew of five—two pilots, engineer, and two stewardesses. At present Drexler is operating a daily round-trip and is carrying full loads. Each converted DC-4 is equipped with 87 passenger seats. The first flight left Miami Feb. 17.

Col. Horace Lee, Aviation News is contemplating a trans-Atlantic charter service as the result of many inquiries from potential passengers. **More Planes On Way**—Drexler sends the Transair planes to Miami, Florida, as well as New York, although the big Douglas is up to 10 passengers. Another DC-4 probably will be added to the Miami-Havana run, and a fourth will be put in service as soon as Glean L. Martin completes its conversion.

At the end of the Miami tourist season, Drexler says he will move the Transair planes north to operate out of Maine and other New England states for the summer. **Other New Services**—Other new services reported last week were **Pacific Air Lines**, California's first post-war interstate scheduled airline, is scheduled this week to give United Air Lines its first competitive service between Los Angeles and San Francisco. **Alaska Airlines**, Anchorage, Alaska, has started不定期航班 to Juneau. **MAST** Lt. Louis R. Deuchi, hopes to run two nonstop round-trip daily on a 5-hour, 30-min. schedule using DC-3 equipment with stewardess service against UAL schedules which range from 3 hrs. 35 min. to a "walk-on" trip consisting of 3 hrs. 5 min. Base will be at Lockheed Air Transport.

Associated with Drexler, and as general manager, are Bert B. Glazier, founder of Gilmore Oil Co., president, George Yeard, Lee An-



The Latest News. Copies of the New York Times Late City edition are placed aboard an Air Cargo Transport Corp. plane at National for flight in Washington, D. C. (Story as Page 13)

giles super-yacht owner, treasurer, Thomas W. Stevens, Warren S. Phillips, attorney, Leon T. Thompson, oil executive, and Ralph Phillips.

The company is anticipated as a California corporation of \$100,000 capitalization, all shares held within the company.

**Reprie Airlines**, Inc., Utica, N. Y., has signed an unaffiliated capital of \$100,000 to \$100,000, according to company chairman, Allanson A. Friedman, New York City.

**California Airlines**, Sacramento Municipal Airport, has discontinued charted flights with its two Boeing 314D liners between Baltimore and Miami.

**Northern Airlines**, Boeing Field, Seattle, made its first trip Feb. 8 from Seattle to Anchorage and Fairbanks, Alaska, using a DC-3. Two round-trips a week are anticipated, everyone aboard being passengers, fare and fish unspecified.

The first flight, with a fuel stop at Anchorage Island, carried a special cargo of fresh produce, which is in heavy demand in Alaska. The ship has special heating equipment to keep fruit and vegetables from freezing. Russell Swartz, a veteran of 122 missions over the Hump, is pilot and Edwina Registe, former Boeing test pilot, is co-pilot.

The airline is headed by Arthur E. Johnson, who also directs Northern Aircraft Co. The latter organization at a Yakimafield distributor, operates an airport, an aircraft school, a charter service,

SPECIAL AIR SERVICES—17



## PRODUCTION

### United Air Lines Places Order For Prop-Jet Powered Transport

Main will build experimental craft scheduled for first tests in 1947; based on 49-passenger Model 308, it is expected to cruise at 385 mph.

In the first departure from conventional power in commercial transports, United Air Lines announced last week that it has commissioned the Glenn L. Martin Co. to build an airliner equipped with two General Electric prop-jet turbines.

The powerplant similar to the one used as the forward engine of the recently-announced Convair P-81 fighter will give the ship, basically the same design as the 49-passenger Martin 308, an estimated cruising speed of 385 mph and top speed of 415 mph. This is the first public announcement of the use of such powerplants on a single plane.

**To Be Ready in 1947**—The plane, which is expected to be ready for experimental test flights during 1947, will be used at first only for cargo. Whether orders for passengers will come with passenger-cargo will depend on the outcome of these trials.

The plane is now in the engineering design stage, and the engine and manufacturer expect it will be two years before it would be ready to go into service as a passenger



**United Air Lines Experimental** Airliner conception of the high-speed transport with prop-jet propulsors arrived from Martin by United Air Lines. Cruising at 385 mph with a top speed of 415 mph, the plane is expected to cruise possible as eight-hour nonstop-and-service with two stops.

### Jet Transport Plans Assailed

West Coast members of Mechanical Engineers were given material for extended debate recently when Dr. W. L. Ulysses S. McKee, Director McKinley Professor Emeritus of Mechanical Engineering at the University, said high-speed jet transport planes

Dr. McKee spoke at national meeting of the ASME at a meeting at the University of California at Los Angeles.

**Precursors** At 300 mph, Model 308 is expected to transport well below its speeds under 400 mph, and probably to speeds of less than 600 mph and beyond "if we talk" the author said. "I am very skeptical of anyone's ability to produce bearing obstacles. The facts that there is no commercial future for jet planes."

In his presentation he stressed on the connection that diminishing returns will preclude the boosting of the cost of producing speeds to the point where jet power becomes economical. Furthermore, due to the fact that aircraft designers are hope of working economically, any transport speeds apparently higher than those mentioned, he feels,

**Stressing Flying Gear**—He said he is ready to admit that turbines are not yet at supersonic speeds, but he believes their useful loads will be negligible. He furthered as the ultimate gain of aircraft jet engines involves the application of new materials which will lead to the designing of better industrial turbine streams of extreme efficiency.

weight will be 34,000 lbs., about the same as the 308 and payload in the all-cargo version approximately 11,500 lbs., also about the same as the 308.

The turbo-jet plane will have a fuel consumption of about one gallon per gallon against one and a half in experimental engines.

#### Chance Vought Expanding

Chance Vought Division of United Aircraft Corp. has started a campaign to enlarge the engineering and R&D program development work in the aircraft industry. Company representatives are working around the country and contacting government aviation and military to interview men who will graduate this spring. Men needed will be liaison officers, stress engineers, aerodynamicists and testing engineers.

### When History Repeats Itself....

#### It won't take Ulysses years to get home... He'll FLY to Ithaco

Quite a bay, this Ulysses, judging from what he accomplished in that Trojan affair! But his old-fashioned mode of traveling certainly slowed him down. Stagecoach to see Calypso [he spent a 7-year "herkied" at Ogygia] made his trip from Troy to Ithaca rather lengthy. Today, in a nest little Grecian Wigwam, held FLY home in a mere matter of hours... and his good wife Penelope would be much happier about the whole thing.



Going places—for business or personal reasons—take less time than a once did, thanks to modern planes. And thanks, too, to Oglesteel Tubing, which contributes important strength and weight advantages to every U.S.-built plane, large or small. This preference for Oglesteel

is to the day, experience and high-quality that have marked Oglesteel products since the first days of tube making. A never-ending process of research and development, intended to create even better Oglesteel Steel Tubing in the future, will maintain that preference in the years ahead.

### THE OHIO SEAMLESS TUBE COMPANY

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**Fleet and Main Office  
SHELBY, OHIO**

## Consolidated To Begin On Model 240 Soon

With the test flight of Consolidated's Model 116 transport tentatively set for early April, the company expects shortly to begin construction of the prototype Model 240, the larger and faster successor to the 116.

American Airlines has ordered 100 Model 240s at a price of approximately \$300,000,000 (AVIATION NEWS Jan. 5). The 240 is designed to seat 80 passengers, as compared to the 116's capacity of 30, and has a cruising speed of about 30 percent faster of 397 mph., as against the 116's 250 mph. ▶ **Design Outline**—Describing differences between the two designs, Mr. George C. Marchev, executive vice-president, said the increased speed is due to decreasing the diameter of the fuselage and by reducing the wing area. Modification of the powerplant results in another factor. The ad fuel savings planned for the 116 would be eliminated.

Changes in size of propellers also make for better performance, Ladd explained. The 240 will have three-bladed, Hawaiian Standard reversible pitch propellers of 33 ft. 1 in. in diameter, while four-bladed prop of 12 ft. 3 in. was proposed for the 116.

**Other Changes**—Changes in the fuselage design also provide for greater capacity, as does elimination of the gall wing incorporated in the 116. The revision of the wing structure raises the fuselage as re-



**For Safety:** Cross-section of wing section of Consolidated-Vultee's Model 240 40-passenger transport, showing arrangement of fuel cells. As a safety feature, normal fuel load will be carried only in the forward tanks, which have a capacity of 550 gallons, and give the plane a range of cruising speed of 397 miles. Detail sketch shows construction of the pin-light rivet between spar and bulkhead.

## Marchev Urges Production Reorientation

Alfred Butcher, president of Republic Aviation, made some rather pointed remarks about the aircraft industry's failure to take advantage of the defense section of the Society of Automotive Engineers' recently suggesting a flight well lesson the lessons of simplification and standardization which the automobile makers have applied so well.

"American wants to fly," he said, "and the question is, is aviation up to it? The small and large aircraft companies for growth and advancement" unless it learns these lessons.

▶ **Steel Price Goals**—Mr. told the Society that the aircraft industry must learn to produce a "cheaper steel" of 35 cents per pound. He had budgeted for \$1,000 and a half-plane for \$1,200.

Marchev then indicated that if other aircraft manufacturers didn't have the records and ability to do the he thought he could prove it.

## New PCA C-54 Has Improved Weight Plan

Additional seating capacity and solution of balance problems are solutions of PCA's second converted C-54, received early last week after conversion by Glenn L. Martin.

Several passenger aspects of the aircraft plan to 21 passengers. The first delivered earlier this year, had 26 seats. Only 52 or 54 of these could be sold, however, depending on forward weight.

▶ **Weight Shifting**—In the second ship, water tanks for lavatories have been moved forward, with pipe connections to the rear. The alcohol demin. tank also has been moved forward, and 500 lbs. of permanent lead ballast have been installed in the extreme nose of the plane.

The bullet, previously in two sections on either side of the entrance door, has been rearranged. Larger and more roomy, all of the door with a small storage compartment on the other side of the entrance under. The plane has 50 seats but two in the rear will be converted for business. The bullet rearrangement permit addition of one seat to a row that formerly held two.

The second plane will fly on PCA's Newark-Washington-Chicago run while the first goes back for re-engineering according to the new pattern.

AVIATION NEWS • March 1, 1946

▶ **Aerospace Engineers**—Controlling but the ones charged for lightplanes today are "disastrous." More than one of the troubles, they think, is due to a "premature release of design engineers to investigate the commercial aspect of the business."

"Our aeronautical engineers simply are not price-conscious enough," he said. "Lots of people are inclined to believe that it is simply because an article is to be incorporated into an airplane it must sell for a ridiculous price."

▶ **Urges Campaign**—Marchev suggested as a start toward popularizing plane prices, the audience in about 100 cities "to work out" a committee of aircraft manufacturers, engine manufacturers, equipment, radios, instrument panels, radios, communications equipment, and tires and get them to supply their manufacturing methods and production time equipment at drastically lower prices.



MIETEK NOSE GEARS

Details of the retractable nose gear of the Gloster Meteor, British jet plane, are shown in this photo taken in R.A.F. hangar in England.



**Another  
B&H  
Achievement**

## Fabricating from Strip and Welding to meet X-Ray Inspections

• In line with other developments B&H perfected the fabrication of liners and spacers and welding them into a solid piece that will meet X-ray inspection.

This method has shown radical savings on a wide range of work developed from formed wire or strip into solid pieces which were formerly machined from forgings, seamless tubing or bar stock.

This knowledge is now available to all manufacturers taking pride in the quality and performance of their products.

If the job is circular—consult B&H for precision-production—low cost.

**OUR NEW BOOKLET** gives details on this and many other fine and cost saving ways to make Precision Spacers, Liner Rings, Oil Seal Rings and Special Washers.

### Detroit Plant Sold

A small plant operated in wartime by Continental Aviation & Engineering Corp. in Detroit has been sold to Samuel G. Keywell Co. for the manufacture and fabrication of miscellaneous steel products. Consisting of two buildings with a total floor area of about 21,000 sq. ft., the plant was constructed years ago and bought by the Government in 1943. While the reproduction cost of the establishment is estimated at \$105,734, it has been sold for \$40,000 plus, including one five-ton bridge crane.



**B&H**

PRECISION LINERS  
OIL SEAL RINGS  
SNAP RINGS  
SPACERS

**BUTCHER & HART**  
MANUFACTURING COMPANY  
TOLEDO, OHIO



New "Hindsight V." Drawing of a 10-place helicopter proposed by Dornier-France Helicopters, Inc., latest entry in the rotary wing field. Prototype craft of the company is expected to be finished this spring.

## New Firm Planning Commercial 'Copters

A new company with plans to build helicopters for both private and commercial use has been formed by Gladys A. Bassas and Charles W. Frasier, both accomplished engineers formerly employed by Sikorsky Aircraft division of United Aircraft Corp.

Organiized for the express purpose of developing and manufacturing passenger and cargo-carrying helicopters for suburban shuttle lines, Dornier-France Helicopters, Inc., believes it can lower the cost of helicopter manufacture sufficiently to attract private owners also.

**Building Prototypes**—Dornier, president of the new firm, disclosed it has developed methods of eliminating many problems resulting from early control vibration and noise, and that construction of a prototype is now underway at Stamford, Conn. It is expected to be ready to fly in the Spring.

Bassas, a graduate of the University of Michigan, has worked at Avco's Metacor Corp. and Range Aircraft division of Fairchild Engine & Airplane Corp. Frasier, a World War I pilot, undertaken a special rotary wing research project for the New York Research Corp. during World War II. The company's headquarters are at 545 Fifth Avenue, New York City.

## SAE Aero Session To Feature Planning

Program for the SAE Annual Aerostatic meeting to be held April 10-12 at the Hotel New Yorker, New York, features discussion plan-

ning engineering basis."

SAE, he added, is instrumental in the medium for their cooperation and that SAE desires to help the engineers of the aircraft industries to produce maximum results in minimum time.

The meeting will be sponsored jointly by the SAE Aircraft Aircraft Propulsion and Air Transport Engineering Activities, with the cooperation of the SAE Metropolis Section. General chairman will be Ronald R. Davis, vice-president and general manager of American Divisions Airlines.

## Continental to Produce 9-Cylinder Radial Engine

Production of a new nine-cylinder radial air-cooled engine for part-time executive and medium size transport planes has been started by Continental Motors Corp. for Beech Aircraft Corp. and Lockheed Aircraft.

Begun early in the year as an emergency expedient, the data for permission to manufacture the engine were obtained through studies of extensions by tightening the bolts on aluminum alloy mills. Made as was prepared for the aviation industry, the committee feels it should be used in aircraft engines concerned with application of extension to eliminate fatigue failure.

Copies of the computation which gives the numbers and dimensional information on the D-233 478-hp radial engine which Continental built during the war for the medium-30-ton-tanks, amphibious tanks and tank destroyer crews. Power output and other performance characteristics have been greatly improved for aircraft use.

## Dutch Commission Orders Conversions From Mason

The Netherlands Purchasing Commission has signed a contract with the Mason Lines for conversion and overhaul of four-engine aircraft for transport operations, effective utilization of waste exhaust gases, progress in and applications of jet engines, turbine operating requirements and use of new materials in aircraft construction. In addition, the subjects of technical papers to be presented.

**New Developments Seen**—John C. Warner, general manager, in announcing the program commented that it was "evidence that the overseas developments in commercial and private flying lie directly ahead, and that aerostatic engineers contemplate putting such developments on a soundly under-

**SHIFT INTO HIGH PERFORMANCE**

... with a Beech Controllable Propeller\*. It's controllable throughout its entire range. When it you can easily change your prop setting from the cockpit in flight, from cruising "high" through a wide intermediate range to take-off "low," to get the best possible performance under any conditions. Without it your airplane is like a car with only one gear.

With a Beech Controllable Propeller you get an economy bonus too. By controlling pitch in allow the engine to turn at its best operating speed under all conditions, you get more miles per gallon of gas, less wear and tear, and more hours of flying between engine overhauls.

You'll find the Beech Controllable Propeller is light in weight, simple in design, rugged in construction and easy to install. It will give your airplane the extra performance you want.

Ask your nearest Beech distributor about the Beech Controllable Propeller or write us for descriptive literature.

\*Standard with Beech aircraft.

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SPECIALISTS IN DESIGN AND MANUFACTURE OF CONTROLLABLE PROPELLERS

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**Added performance is given to the Beechcraft Super 90 by the 9100 Series Controllable Propeller. The 9100 Series Controllable Propeller is a constant pitch blade design. It features an optional 912 inches (the longest) propeller length.**



## PERSONNEL

**Byers Named Assistant To Board At Beauflif**

Byers (photo), who recently returned to Beauflif Airways from military service, has been named administrative assistant to Vice President Charles E. Board. His duties will include administration of general traffic offices, including commanding and training of the claims and stampeded personnel for the right or wrong of the traffic department.

**Robert Reissner** (left) has been named executive assistant to United Air Lines' public relations department. Chicago Reissner formerly was a traffic representative for United



at Philadelphia. R. L. Mallison (right) of United's engineering department has been appointed resident representative for the aircraft at the Memphis G. Martin plant, Baltimore.

**Col. Glynn M. Ross**, former manager of New Orleans Airport, is now to be manager of the airport at the City of New Orleans. He will be in charge of the two air terminals, "Moisant International Airport" and Alvin Calfee Field. "Bouche Long" is the present city director.

**Paul B. Niles** (left) has been named sales promotion manager. He formerly was traffic controller and director of research for the airline.



**Douglas Wood** (center), former traffic manager in Dallas for Beauflif

## Havens Joins Consolidated As Assistant to Vice Chairman

Consolidated Vultee Aircraft Corp announces that Carl Havens (left) has joined the company as assistant to W. A. Rice, vice-president in



charge of sales. Havens will supervise the aircraft company's advertising, sales promotion and public relations. John Roff of Hill & Knowlton Public Relations Agency will continue with Convair on a consulting basis. Havens formerly was an established man. Steve Wilkes (right) has been appointed eastern regional sales manager for the San Diego Co. has just been released from the Army.

**Joseph W. Moeyen**, flight supervisor supervisor of Chicago & Southern Air Lines, has been named supervisor of sections, succeeding W. G. Gable, district sales manager of the Chicago office, has been transferred to the general office at Memphis to handle special research and study of passenger handling procedures.

**Raymond S. Peck** has been promoted to assistant service manager. Robert G. Beilinger to become supervisor of services and Donald S. Pierce to field supervisor of parts at Whitney Aviation division of United Aircraft Corp.

**Col. A. F. Burns**, Jr. (right) has assumed his duties as manager of advertising and publicity of the Aerospace Corp. of America, Inc., of Mountain View, Calif. Following several staff assignments overseas, Col. Burns was made a member of the U. S. Strategic Bombing Survey and was co-star of "The Effects of Airpower on the War in Western Europe." He originally joined Aerospace in 1933.

**E. S. Berkdale**, formerly vice-president, air share of engineering and sales of the Avco Co. in Los Angeles, has announced completion thereof. The hydraulic division L. M. Smith has been appointed general sales manager in charge of both aircraft and industrial sales.

**Walter A. Bowes**, formerly vice-president and treasurer of Louisville Aircraft Corp. of Louisville, Ky., has been elected chairman, vice-president and treasurer of the Aerocar Manufacturing Corp.

*Be your own Boss*

WITH A  
FLOAT PLANE  
BASE

## 10,000 Sites for a "Business of Your Own"

Opportunities are waiting over all the nation today for the man who wants to make aviation his business. Seaplane base operators have many sources of revenue. They include flight instruction, sales of aircraft and accessories, charter and pleasure hops, plus regular and intensive maintenance, overhead and storage.

Bases may be quickly set up, with minimum capital. New students are ready to fly. New plane owners want more bases, more service. Edo planes are now being delivered. New planes are available. Investigate today how you can get into this field.



## Planning Your Base

You can begin revenue operations the day your first float plane is delivered. Start with minimum facilities, then expand as business and profits grow. You might begin with a floating dock (A). Then add a ramp or simple concrete runway (B). A fence flight office can be planned at (C) and a hangar at (D). The airport itself is "ready-made," requires no heavy outlay for real estate and preparation.

**EDO AND HARBOR** make available sites for Air Harbors, right close to the business section of a community.

**INDUSTRIAL CRANES** and reservoir berths down are Air Harbor sites for growing in conjunction with expansion plans.

**INLAND WATERWAYS** provide numerous river crossings along America's rivers, make natural routes for float planes.



## TRANSPORT

# Participation of U. S. Airlines In IATA Conferences OK'd By CAB

Temporary approval extends until Feb. 28, 1947, and applies only to traffic conference machinery; all agreements reached must be sanctioned by Board.

By BLAINE STURLEFIELD

Participation of U. S. airlines in conferences of the International Air Transport Association, dealing mainly with establishment of rates, has been approved by the Civil Aeronautics Board in a three-to-one decision of top importance to the country's future international air transport.

The Board's approval is temporary until Feb. 28, 1947 and extends only to the traffic conference machinery, not to agreements that may be reached at the conferences.

**Boardguard Provided** — Safeguard against specific agreements imposed by the public interest is provided in requirement that all agreements must be submitted to the Board for approval.

Because "this is an era of great flux in international air transportation and flexibility is essential during such a period," the Board will not approve any agreement which does not include provision for its own termination within a reasonable period.

The Board said it was not clear whether the machinery would be

**Details of Operation** — International air traffic in passengers, mail and cargo will be dealt with by the conferences under seven headings: (1) tariffs, rates, and schedules; (2) general conditions of carriage; (3) traffic terms, documents and procedures; (4) reservation codes and procedures; (5) government tariff, regulations and procedures; (6) rules of advertising and publicity; (7) interests of agents.

Since regional traffic conferences covering the entire world were established by IATA resolution, the first regional conference, that of the North Atlantic, was held in New York last week (See Page 30).

**Majority Opposes** — In their majority opinion, Chairman Peleg and Members Briscoe and Ryan and the Board would refuse its request to Congress for the same control of rates on U. S. flag foreign air carriers that it now has over those of domestic lines. CAB has already started to draft this legislation.

## Bermuda Agreement Discussion Continued

Predominant question at last week's Senate Commerce Committee hearings on the Bermuda agreement concerned to be whether the U. S. Great Britain received greater gains.

Senators Pat McCarran and Owen Brewster and other proponents of the "cooperatively compulsory" proposal contended the U. S. had received the "short end" of the bargain. CAB Chairman L. Welch Peleg, George P. Baker director of the State Department's Office of Transport, and Sen. Warren Magnuson, on the other hand, viewed the agreement as a matter of concilia-

tionary arm control over "operations of schedules, but warned of "the greatest difficulties" if the Board is asked to approve any specific schedule agreement, thereby agreeing to reserve that authority for the State Department and itself.

**Board's View of Issue** — The issue presented in this case, as viewed by the Board, is whether the Board shall effectively influence the rates charged by U. S. international carriers or whether the rates shall be subject to no control by this government, thereby preventing national control in other governments.

Opposed to the one-decades, the Board said, would have struck down the only existing machinery for rate control, and at the same time stripped CAB of its only jurisdiction over international rates. No law of the U. S., the opinion says, could prevent U. S. carriers from being forced to agree with other governments on rates to be charged.

**Opinion Go To PICAO** — The Anglo-American-Bermuda conference which requested the IATA resolution, predicted that it would be wise or advisable that these two countries be submitted to PICAO as its successor for an advisory report.

The Board takes a strong stand

for independent action by any carrier, once it has complied with conference provisions. In other words, if the carrier cannot get a conference vote approving a rate cut, the carrier can cut the rate anyway, and hope that the countries involved will agree to it, or that PICAO can bring about an agreement.

**Picau Decision** — Senator Jack Tammie, an exhaustive committee hearing, contending that the conference agreement was adverse to the anti-trust laws and to his government's policy of competition in the air.



NEW SABENA DC-4 LEAVES FOR EUROPE:

This new Douglas DC-4 transport, first of four purchased by the Belgian airline, Sabena, took off from Baltimore Municipal Airport recently as a jumbo flight to Leopoldville, Belgian Congo, via Brussels, the Azores and Brasilia. Crew of nine included four Sabena employees and five members of the Belgian Royal Air Force. Douglas engineers accompanied the ship to Baltimore and made final landing gear adjustments. The aircraft was enroute as the last American stop to permit British Radio Direction finders to make final checks on the plane's communications equipment. According to A. V. J. Verschueren, Sabena's operations manager, the ship will go into service soon on the Brussels-Leopoldville route.

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AVIATION NEWS • March 4, 1946



## This flame-thrower test broke an old rule

These two piston rings are absorbing through oil bath and a flame. The regular aviation oil on the one at right shrinks from the heat, the flame "soaks" it off the metal. According to Hepler, that should happen on bushings. But the RPM Compensated Aviation Oil on the left hard ring breaks a rule. It stays put—right through the blistering flame.

RPM Aviation Oil sticks to engine hot spots like that, too. Thanks to special compounds in "RPM," it clings to like upper cylinder walls ordinary oils leave bare, exposed to wear.

Other compounds in new RPM Aviation Oil make it clean carbon and gases from engines, prevent the forming of carbonaceous buildups on carburetors.

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STANDARD OF CALIFORNIA

AVIATION NEWS • March 4, 1946

sions on the part of both parties which would benefit all consumers of both.

**British Dismissed**—The effect of British airline operations in the U.S. on exclusively U.S. domestic carriers was discussed at length. The possibility of British lines capturing through traffic to foreign points from domestic U.S. lines was conceded. Ben Magruder, however, took the position that Americans will want to fly Americans wherever possible.

It was admitted the possibility of exclusive U.S. domestic carriers striking passenger-transfer agreements with the British line—or other foreign lines which may gain Fifth Freedom operating rights as the U.S. in the future—but pointed out that all such agreements are subject to CAB approval and can be prohibited if deemed against public interest.

## N. Atlantic Traffic Conference Opens

With airlines first among the myth after the main issue at stake, the North Atlantic Traffic Conference of the International Air Transport Association worked throughout last week in New York to solve traffic problems of the international operators in the area encompassing all of the North Atlantic north of the Tropic of Cancer.

The line between New York and London was only one of the points for consideration but interest in it had been manifested by the PAA. British conference members participated, as did the three conference sections. The Europe group would be in the neighborhood of \$300, as against the \$100 rate charged by a time by PAA, and the present \$135.

**Basic Sound Principles**—One aspect in the thinking of many of the 45 odd airline men in the conference was the setting of a particular rule for a particular route with the need for laying down a sound theory of routing which would give John Q. Public the greatest benefits and at the same time allow air transport to progress and develop.

This approach derived additional backing from the fact that this conference was the first of the same type ever held by IATA to meet and no actions might set precedents for other conferences to follow.

**Conference Procedure**—At the initial meeting of the conference last Monday in the Hotel Pennsylvania, John Slaten, chairman of the

Gordon McGregor, TCA; C. F. Meurer, KLM; Leon Morris, United; J. B. Thorneys, BOAC; Max Westphal, DDL (Danish Airlines) and P. M. Wilcox, DNL and RNAT (Norwegian Airlines and Royal Norwegian Air Transport).

**Observation Procedures**—Charles Cole, PAA; Thomas Cornell, United; W. J. Daly, TCA; R. W. King, AA; Benn J. Lester, Air France; William Seaman, Pan American; M. McJannet, KLM; H. Tracy, SILA; J. S. Thorman, BOAC; Max Westphal, DDL; and P. M. Wilcox, DNL and RNAT.

**Agreements**—Paul Bewsher, BOAC; W. J. Daly, TCA; H. Gyllenaward, SILA; Hein J. Lestev, Air France; H. C. Luxembourg, PAA; David Magruder, TWA; Max M. McJannet, KLM; L. B. Kuepers, United; J. H. Thwing, AOA; Max Westphal, DDL; and P. M. Wilcox, DNL and RNAT.

Problems before the committee on general conditions of carriage included the question of dissociation on route maps, the handling of children and baggage allowances.

**Observation Periods**—Observers attending the conference included H. J. Symington, TCA president and president of IATA; Charles A. Shearman, AA; Harold Gray, United; and H. D. Stewart, BOAC. **Other Conferences**—Serial meetings of two other traffic conferences have been announced since IATA's head office in Montreal. The European Traffic Conference will meet Mar. 21 in Paris and the Middle East Traffic Conference Mar. 22 in Cairo.

## Appeals Court Refuses Panagra Case Rehearing

The petition of Pan American Airways and Eastern Air Lines for rehearing of the Panagra terminal use case has been denied by the U.S. Circuit Court of Appeals.

The court last month remanded the case back to CAR, which in 1944 had disallowed jurisdiction to deal with a route application filed in behalf of Panagra by W. B. Green & Co., half owner. PAA, half owner, had declined to back an application by Panagra for a Canal Zone-U.S. link.

## Eastair Won't Present Rate

Eastair, Inc., Texas foundation, has announced it will file no objection to the 30 cent a revenue mile semi-priority mail pay act recently by CAB. The carrier will defer presentation of its case for higher pay until the Board is ready to set a final rate.



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## New Procedure Set At Engineering Forum

Specific date and airline do not specify topic or Detroit conference under new plan.

By MERLIN MICKE

**DETROIT**—A new approach to airline maintenance conferences with a specialist from each airline assigned a specific subject for study and report, was tried out here last week at an Air Transport Association's first post-war engineering and maintenance conference.

Conference officials said it would set the pattern for future meetings. **Problems Too Complex**—Technical problems of the maintenance men have become too manifold and complex for detailed consideration at a general meeting, and the new method of presentation, reflecting the pre-war spontaneous off-the-cuff discussions, is considered by its proponents as the "best alternative."

Twenty-five maintenance experts were considered at the Detroit conference. The third such affair, Airlines' representative familiar with the topic who had either visited or sent questionnaires to other airlines to obtain benefits of their studies as the main question presented a report on each item.

**Representatives Limitied**—Representatives of all airlines and CAR, CAA, Army and Navy then participated in round-table comment, with questions from the floor permitted thereafter. Time as each subject was limited because of the heavy agenda.

A verbatim record of the proceedings was taken, and pertinent points were summarized in a publication on the subject.

**More Than 200 Attended**—Held under the chairmanship of Otto R. Kuehner of American Airlines, the conference was open for the first time to manufacturers' representatives. Previous gatherings have been closed to all but airline personnel, with manufacturers' own called in only as their products were considered.

More than 200 were registered for the conference, which was the second since 1941. Another annual meeting was held in Chicago in 1944.

**Will Be Held Annually**—Pre-war conferences were held every six months, but it was decided in Detroit to hold them annually hereafter. Subcommittees will work on the intent to overcome maintenance problems.

## New Committee Set Up

An Air Transport Association engineering committee was established last week with W. C. Montague of United as chairman and Luther Ulrich, P.C.A., vice-chairman. They and William Lethwood of American, Tom D. McRae of Pan American, and A. L. Anderson of Delta & Southern will constitute an executive committee. Each airline will have a representative on the full committee.

### ►**Opposition On** **Construction**

The group regards the former eight-month Aircraft Representatives Committee which completed its job of studying post-war plane requirements and has been disbanded.



**UAL MAINTENANCE DOCK:**

United Air Lines has designed a six-airplane maintenance dock to accommodate C-54's and the coming DC-8. Of light steel tubing, the dock surrounds the plane and gives access to all parts. Engine doors and wing covers are hinged. Other versions are available. Photo shows a workers hoisting the 12 ft. rear scaffolding while another goes up to allow access items, presumably to wings. Another photo (not shown) will be worded out of the dock and another rate it in 20 minutes. United officials say

## Windsor Airport Site Blocked By Jeffries

Benjet Meyer items proposal "indicates" and threatens to transfer funds to other projects.

Funding of passenger air transportation airport near Winona, Wis. may force Detroit to adapt much-criticized Wayne County Airport to municipal needs.

Despite warm endorsement of the Winona site by airline representatives, Detroit Mayor Jeffries has described the international project as "ridiculous" and has signed a memorandum to transfer the city's \$1,000,000 airport fund to other uses.

**►**Opposition Defined****—Meyer defines Detroit's interests could best be served by developing Wayne County Airport, pointing out that the city's future growth would lie away from the international airport. He asserted the construction of new highways will bring the county fair considerably closer to travel time to all city points.

Further damping chances for selection of the Winona location was the discovery by Michigan legislators that state aid to international projects is unconstitutional.

**►**Meeting Scheduled****—Proposed of the Windsor site still are active, however, and a hearing on the location has been scheduled before the Detroit Congress Council. Representatives of the airlines, CAA, Michigan Department of Administration, Detroit Transportation, Aviation Planning Authority, and labor groups are to attend.

Meanwhile, other cities have spared plans to acquire municipal airports or to improve existing ones. Negotiations to take over surplus Army airports have been virtually completed by Chicago and Charlotte, N. C.

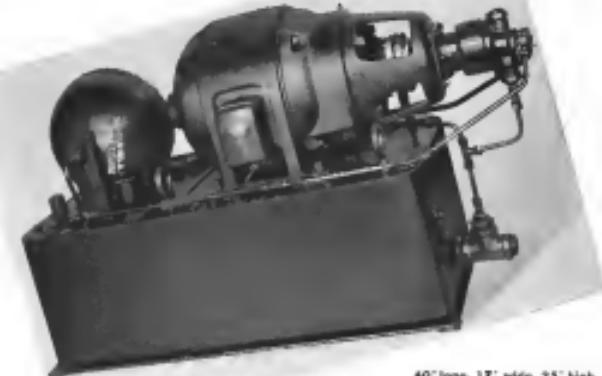
**►**Chicago Plans****—With the present municipal field becoming increasingly congested, Chicago will use the Gratiot Place Airport adjacent to the closed Douglas plant of Park Ridge Cook County, to fit in the need for supplemental facilities (AVIATION NEWS, Nov. 3).

Charlotte has used War Assets Corp for Morris Field, which the Army will vacate except for one hangar and a few small facilities. Other airport developments include:

**►**Cleveland****—Bilingual officials are preparing plans for eventual establishment of three additional major and six secondary airports to ring

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the Greater Cleveland area. Army engineers have recently approved construction of a diversionary airport to be used for shuttle, intercity, air-mail and amphibious service. The long range project will be part of the city's \$100,000,000 lake front development.

Increase from the city's present municipal airport is expected to rise from \$40,000 in 1945 to over \$15,000 in 1946 through a complete revision in charges to the four major airlines using the field.

**Buffalo**—Approval of CAB's plan to install instrument approach and landing devices at Buffalo Airport has been recommended by the city Airport Advisory Board. CAB would bear the estimated \$75,000 cost of the project which has been strongly favored by American Airlines and PAA.

**Denver**—City's new \$1,000,000 terminal, in which flight plans may be completed during the spring, will be a two-story, hexagonal-shaped structure with closed end facing the field. First floor will be used for freight, express and mail handling, the second floor will contain terminal office and facilities for handling passengers.

**Saskatoon**—Permanent improvements to Saskatoon Municipal Airport, recently returned to the city by the Army, are expected for \$3,000,000 of the \$4,000,000 spent as the field during war years.

## Australian Government Orders Four DC-4's, Parts

Douglas Aircraft and the Commonwealth of Australia have signed a contract for four 44-passenger Douglas DC-4 airliners and spare parts totaling more than \$2,000,000, the order marking the definite entry of the Australian government into the post-war international airline field.

The Australian government at present owns a fleet of Douglas C-47 Skytrains, purchased from U.S. Army surplus which have been converted into commercial transports and now are being operated as charter by civil airlines in Australia.

**Basa Quilac Stock**—At the same time the government recently acquired the 50 percent of the stock of Quilac Air Lines, formerly owned by British Overseas Airways Corp. Quilac now is operating from Sydney to Perth in India, connecting with BOAC. Converted Lancasters carrying eight passengers are being used.

## Renewed Campaign By Ship Lines To Win Air Privileges Indicated

Sea-Air Committee, new group representing ocean-carrier interests, issued statement quoting favorable testimony given last year at Senate hearing by Admiral Land.

A renewed campaign by shipping companies to obtain permission to operate overseas airfares was initiated last week by the association's statement by a new organization which quoted Vice Admiral E. S. Land, president of the Air Transport Association, as stressing the benefits of combined sea-air service while he was head of the Maritime Commission.

The Sea-Air Committee, affiliated with the National Federation of American Shipping and representing steamship lines which have shipper-service carrier CAB rates at the minimum level of Congress, is requesting the Civil Aviation Act of 1938 in view of the failure of CAB to find any interpretation of the act that will prevent steamship lines from operating airfares to surface carriers.

**Toronto**—Cord is in support of its contention that combined sea-air service would help a small, the committee quoted Admiral Land's testimony last year before the subcommittee on aviation of the Senate Commerce Committee. Benefits described by Admiral Land at that time included interchangeability of tickets, joint weather and portage reports, knowledge of trade, exchange and tariff conditions, communication of weather.

The Sea-Air Committee stressed that the experience of Canadian air services, formerly owned by the Dominion Bureau of Statistics at Ottawa, now are being handled by the Economic Division of the Canadian Air Transport Board in that city.

Figueroa gave her scheduled and non-scheduled services and for companies which operate both, the source of more than half the revenue determined the classification. The experts could find no relationship between non-scheduled services operated by 75 and 21 aircraft on their respective routes.

## Air Express Shipments Soar in 1945

The Railway Express Air Express Division broke domestic and international records last year with 2,191,000 shipments on domestic routes, an increase of 22 percent over the previous year, and 124,000 shipments of international air express, an increase of 30.5 percent over the 340,541 in 1944.

Gross revenues on the domestic air-express route passed the 1944 mark by 10.4 percent with \$50,400,000 reported as compared with \$31,417,711.

**Wright Sheet of Requirements**—Air express traffic, consisting mainly of non-assorted machine parts, drugs and printed matter in the earlier part of the year, has recently become more diversified, mechanical, electrical, apparatus and store merchandise, and currently accounts for 30 percent of the year's shipping traffic tonnage.

The increasing traffic tonnage is better than 24 times over incoming traffic.

## Use of Parachutes On Airlines Discounted

A brief explaining the impracticality of equipping airline passengers and crews with parachutes has been issued by CAB's Safety Bureau, based on an Air Transport Association statement.

The statement of airline and CAB policy in this regard was a reply to inquiries from the Connecticut State Industrial Union Council (CIU), relayed to the Board by Connecticut members of Congress. The Council's letter referred to the accident to an Eastern Air Lines plane Jan. 16 over Cheshire, Conn., in which 17 persons were killed, and suggested that Congress should make use of parachutes on airplanes compulsory.

**See No Benefit**—Niles W. Arnold, ATA engineering and operations vice-president, in a letter to G. D. Duckworth, Safety Bureau chief, in which the reply was based, and somewhat copied, the persistence in testing operations during the war had not changed the ATA's view that its use on scheduled airlines is impractical and would not increase the safety of air carrier operations.

Analysis of airline accidents shows that they occur without sufficient warning to permit evacuation of the plane. Of the 161 air carrier accidents in the five years from 1941 through 1945, fatalities occurred in 24 and severe injuries to passengers in 15 more, leaving 132 in which minor or no injuries resulted.

**No Warning**—"It would seem then in a war majority of the cases," Arnold stated, "that it will be better to 'take the step down.' We expressed doubt that in any of the 161 fatal accidents the crew had warning that an accident was imminent."

In contrast to the young military paratrooper and his extensive training, airline passengers vary widely in age and 25 percent are women. Adequate bailing would be impossible, and additional problem would be the actual landing by plane, and survival thereafter if it was made in remote areas.

**Safe Held Key**—ATA's opinion as expressed by Arnold, is that accident prevention is "the most logical and effective approach to increasing airline safety." As steps in this direction, he cited improved airplane and engine design and performance, greater flight crew com-

## PAA Will Reduce Fares To Honolulu March 15

Both direct and return fares between the West Coast and Honolulu will be cut sharply March 15 when Pan American Airways replaces its Boeing flying boats with Constellation twin-engine DC-4s. One-way fares will drop from \$105 to \$105 and round-trip fares from \$169 to \$330 while flying time for the 47-passenger Constellations will be 3½ hours against 30 hours or more for the flying boats.

Further expansion of the Hawaii service is anticipated April 15 when flights will be increased from one to two daily. That will provide an annual capacity of 86,000 passengers, well above the 25,000 total which was moved between the mainland and Hawaii by sea and air combined in 1945.

**Other New Services**—Meanwhile, three domestic carriers have announced new services.

**TWA**—On March 6 adds two nonstop round-trip daily New York-Chicago and one round-trip daily New York-Chicago-Kansas City with Constellations.

**KLM**—On Mar. 1 commences nonstop to Los Angeles, 10 am M.L.T.

**National**—On March 6 indefinitely schedules second daily Newark-Minneapolis nonstop round-trip; today (Mar. 4) adds three round-trips daily New York-Shreveport.



FRENCH STUDENTS AT TWA SCHOOL

A group of Air France flight engineers get pointers on C-54 maintenance panel details at TWA's International Division school at Roswell, Ga. The teacher is Melvin S. Krikpatrick (seated at left), flight engineer-instructor for TWA. More than 30 Air France air crews are in training at Roswell, and TWA expects to give instructions to another 30 later. Ground school studies take more than a month, after which the students will use a newly-converted C-54 for flight training.

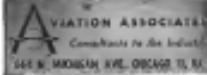


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Glenn Young newest member of CAB brings to his work an experience in government relationship with air carriers dating back to the first air commerce regulations. He took the oath as a board member a few days ago, after his appointment by President Truman to all of the unexpired term of Dr. Edward P. Warner, making that Dec. 31.

Young was 27 when he was called to Washington from Des Moines in 1936 by William P. MacCracken, 1st Assistant Secretary of Commerce for Aeronautics, to be chief of air regulations. His title soon was changed to director of aeronautics which he remained until 1939 when he succeeded MacCracken, who had resigned. His tenure as Assistant Secretary of Commerce for Air ended in 1939 after a period during which the regulation of airways was established, an aeronautics program was started and the nucleus of today's federal air traffic system started.

**His Pioneer Field**—Young does not know, but in those days he planned Commerce Department planes. From 1937 until 1938 he held pilot's license No. 2. He received glider pilot's license No. 1 in 1929. He learned to fly in World War I and was shot down over the Italian front.

He remained in his native Iowa in 1938 and with the late Clyde Manning, who subsequently became Governor of Iowa and then senator, established an Aviation Department in Iowa's aeronautics agency.

There were interesting days when he made charter flights and sold some airplanes, listed until 1932 when he began three years as executive secretary of the national insurance bureau at Des Moines.

**Served With PAA**—The early aviation experience contrasts sharply with the new board member's more recent job in private industry. Pan American Airways called on him after he had been away from Commerce Department for a year to form and manage its Pacific route—the Trans-Alaska route. He went to San Francisco in 1944, and in the following year PAA's routes extended far from the West Coast to Hong Kong and down to New Zealand. The Japan cut the line at Midway and Wake and Corregidor when World War II ended. His service later resulted under Navy command.

He resigned from Pan American last Nov. 1 for reasons he does not disclose, but which are understood to have been policy differences.

**Holder of Reserve Commission**—Young is a colonel in the Merchant Marine Corps. He comes to the board as a California western representative of the former Los Angeles and a 40-year-old son well known in San Francisco until his father finished his school year 1914-15. Then the decision will be made whether they will join Young in Washington.

Youngman, he says, "you never expires next Dec. 31."

### Northwest May Transfer Headquarters From St. Paul

Northwest Airlines, now based at St. Paul, faced with stringent tax laws in Minnesota and urgent need for more space, is considering sites in eight other cities along its transcontinental route as location for its new \$7,000,000 headquarters, at which company officials say, construction will begin by fall.

Despite St. Paul's favorable location, the city may be relegated to future Change, Detroit, Milwaukee, Spokane, Billings, Seattle, Newark or New York. Representative of over \$1,000,000 for a new hangar at Seattle-Tacoma's Bow Lake Air-



## Unprecedented Boom or Bust?

It has not yet dawned on most of us in aviation that a tremendous impetus in civil flying will be brought about by one new law. Ever since the war started we have glibly forecast amazing growth in post-war private flying. The public would take to the air as never before—commercially and for sport.

The pessimists admitted some growth. But they pointed out that despite the millions of ex-service men who would return home, and the number who would still like to fly, there would not be enough jobs for all of them. And where would they get the money to take lessons in Civil and buy them?

We were reckoning without the new GI Bill of Rights. This bill answers the pessimists. Every veteran is entitled to a free course in education of his own choice.

It would be sheer guesswork to attempt to prophesy how many of these 8,000,000 veterans will choose to use their educational entitlement in aviation training. However, it certainly is not far-fetched to envision 1,000,000 veterans seeking some form of aviation courses. Under the terms of the act as recently amended they may begin their education within four years after discharge.

Obviously, this single law presents aviation with an unparalleled opportunity, but a tremendous responsibility as well.

The question of facilities to handle this influx of business in such a short time is a problem. Some of our biggest schools have been operating at near-capacity even before the GI Bill became operational. Present facilities are woefully insufficient. There must be more schools and operators. The Veterans Administration will exercise control over the amount schools may charge veterans for training, but the quality of that training will remain the responsibility of the operators, since it is not necessary that a school be approved by CAA in order to train veterans.

The further realistic question arises as to whether the aviation industry—all segments of it—will be large enough to provide employment for the host of veterans during training. The chances are certain that it will not. Undoubtedly, many veterans will learn to fly purely for sport, content to make their living in other work.

But thousands of others will take courses primarily to help them win jobs in aviation. If some conventional schools turn down applicants who

fail to meet preliminary entrance examinations, or because the schools feel there will not be jobs open later for them, those youngsters will seek others who will teach them.

This will open the way for fly-by-night operations of questionable reputation and capability who will promise their students anything to get business. Such operators will do incalculable harm to aviation if some code of ethics or means of voluntary control is not put forward.

Veterans must have the best of training if they intend on aviation education, and they must not be handicapped into believing they will all win jobs in aviation when they finish. Civil aviation's greatest boon can also become an unprecedented bust.

## Danger Signals

Battle flags are flying on a half-dozen fronts between the Civil Aeronautics Administration and industry. The industry-government honeymoon since the installation of the distinguished T. P. Wright as administrator is over. Some accomplishments have been recorded, mainly due to the administrator himself. All praise is accorded CAA for these.

But generally, the keenest winds in commercial aviation still express disappointment in the lack of results and the same old attitudes displayed at the CAA working levels since the administration's organization. Most of the bureaucracy, not tape-bound civil service clique—interested more in increasing the number of their employees than in work simplification—popped up in even more non-manual jobs, some as assistant administrators.

On matters which reach Mr. Wright's personal attention there is swift and satisfying action which amazes industry. There is no comparison of Mr. Wright except that he does not have a term. Too many of his lieutenants are shortsighted and inadequate. They do not believe in his very excellent and courageous philosophy of public service and red tape cutting. Worse, they have been known to mislead him on vital matters.

There has not been enough housecleaning in CAA. Until there is, the organization cannot serve the public or aviation as it should. Public opinion will force the issue eventually. We wish Mr. Wright would force it now.

ROBERT H. WOOD



## Radio Equipment by Collins

For their de luxe all-passenger DC-4 Skymaster Liner, scheduled to go into service soon after this advertisement appears, Braniff Airways have selected the new Collins 318-3 radio transmitter-receiver.

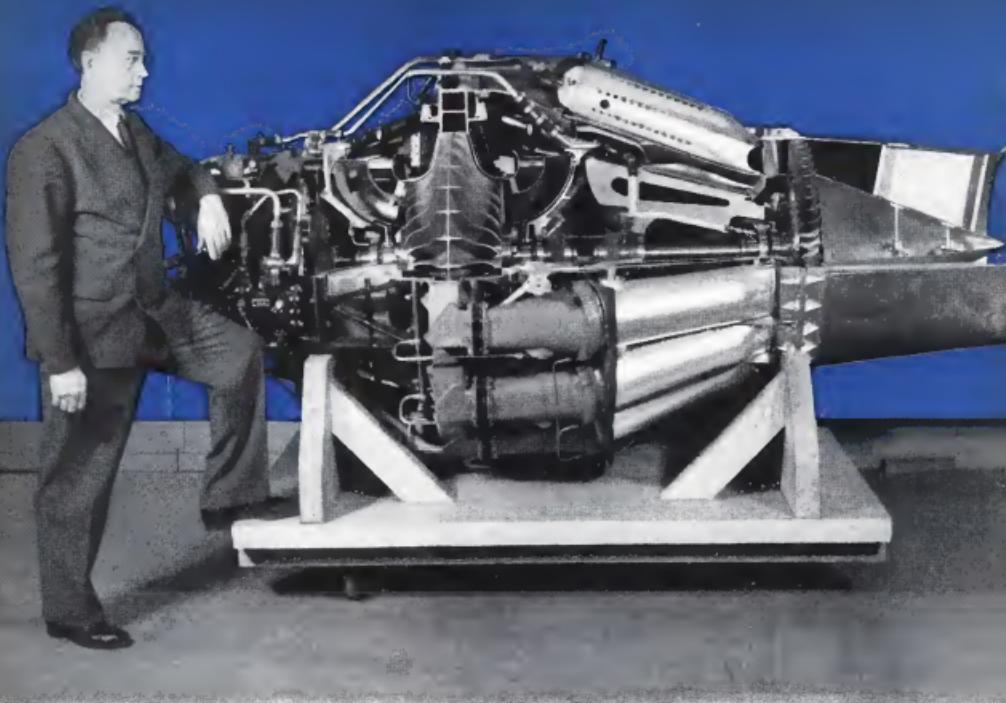
The 318-3 is designed especially for commercial offices and executive aircraft. Antenna 150 ATCR receiver, antenna transmitter, receiver and dynotuner power supply. The static weight, including antenna unit, is 40 pounds.

The transmitter develops 180 watts of r-f power on any of 30 optional crystal controlled frequencies within its range of 3,000 to 30,000 kc. Quartz, autotuner, remote operated frequency selection is provided, with all controls and ready to operate. The receiver is controlled by a separate group of crystals. The equipment can be set to transmit and receive on any desired combination of frequencies.

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says R. G. Standerwick, General Electric engineer, as he shows reporters a cutaway of the powerful I-40 engine developed by G.E. for the Lockheed *Shooting Star*. He added, "civilians are certain to benefit from these new power developments in the relatively near future." Mr. Standerwick made these comments after receiving the news of the record-breaking flight by three Army P-80's across the United States in less than five hours.

The non-stop flight of 4 hours, 13 minutes, and 26 seconds made by one of the planes "just cruising," was proof of the tremendous power and efficiency of jet propulsion. However, in com-

mercial planes the combination of gas-turbine propeller drive and a typical jet engine such as the I-40 for additional thrust will probably prove even more efficient. Planes powered in this manner should prove popular with passengers, for there is virtually no vibration. This and other features combined with fuel economy and speed such as cannot be obtained with reciprocating engines will truly mean a new age in commercial aviation.

G-E engineers, continuing development work on jet propulsion, will be glad to discuss its possibilities with you. *Apparatus Dept., General Electric Company, Schenectady 5, N. Y.*

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